Halt in Speculation and New Ventures, While Conditions Boing Studied.

GREAT DEMAND FOR MONEY

Treasury Department Expected to Continue Weekly Deposits for the Present.

stock market gave evidence of con-

stock market gave evidence of continued disinclination to embark upon
that medium and of the desire to take
stock of conditions and to see more
definitely the shaping of dinabelal and
industrial events.

The neglected condition of the market opened the way for some attack
by the bear element amongst the
smaller class of professional operators,
but these operations induced little liquidation and an occasional turn upon
them served to, administer reverses in
individual stocks in which their ventures had been overbold. These professional manocuvres made up the bulk of the market and were of small sig-nificance beyond the negative influences suggestive of the small impression made on sentiment by developments of an unfavorable character or the un-willingness to be moved by more fa-vorable happenings to enter usen com-intiments on the long side.

Money Market Tightens.

An important impressive influence was the condition of the money market, which tightened under the seasonable requirements made upon it. The October settlements called for a large amount, the total dividend and interest payable for the period being restinated at as high as \$150,000,000. There were besides some special requirements, including payment of \$11,625,000 for an instalment of subscriptions to Northern Pacific stock and some large payments by the city of New York, for which purpose the city authorities drew on the proceeds of the recent bond issue on deposit with the New York banks. At the same time the interior was drawing heavily on New York for crop-moving purposes, as the margin of the surplus reserves of the New York banks was already low, they were under the necessity of calling in some loans during the week, and the call loan rate at the Stock Examples of the call l payable for the period being

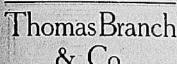
The further purpose of the Treasury epartment in continuing weekly de oepartment in continuing wearly de-cosits of government funds was a sub-ect of discussion, as the present work's deposit completed the fifth week originally defined as the limit decided on for the movement.

It was feit that a continuance of the

It was feit that a continuance of the plan would be necessary if stringency were to be avoided, and there was a general assumption of the probability of further government deposits being made with the banks in view of the large free balance of cash still available in the United States Treasury. Anxiety was relieved by the success with which the October settlements were met abroad, especially in Berlin, where a critical condition for that date has been feared for a long time past. ias been feared for a long time past. The weekly statements of the great

as to the additional recession which must be faced. A falling off in orders in the steel trade is admitted, and the analogy of the violence to which the reaction in copper has run, tempers the sentiment with which the course of the steel trade is scrutinized. The continued instability of the copper trade is an important factor in the unsettlement of opinion. Reports of reduction of operating forces in manufacturing lines allied with these metal industries although disputed in some linstances, have received consideration.

instances, have received consideration. Bank clearings outside of New York



New York Stock Exchange, New York Cotton Exchange

PRIVATE WIRES TO PRINCIPAL MARKETS

Investment Securities.

### THE STOCK MARKET OF THE WEEK

STOCK EXC				W02-0-0-0-1-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0		330
STOCK EAG	HANGIS	THARBA	CTIONS.		<b>新姓人员</b>	
	This	Last	Last	Two years	Three	100
	week.	week.	year.	ago. 3	6,720,000	•
Shares	2,487,212	2,637,150				
tailway and miscellaneous bonds	\$5,491,000	\$8,908,000	\$11,775,000	\$12,611,000	\$23,810.000	US
Jovernment bonds sola	1.056,000	1,640,000	779,000	3,001,000	800,000	590
For the calendar year to date:				III. Shipe South		17
	1907	1906.	1906.	1904.	1903.	
hares	166,899,200	220,419,415	192,248,600	109,247,731	125,776,785	
Sonds\$	333,691,000	\$542,474,000	\$700,223,000	\$578,601,260	\$518,515,000	ns.

THE STOCK MARKET OF THE WEEK.

The fololwing table shows the week's highest, lowest and closing prices, individual sales and not changes of all securities sold on the New York Stock Evchange this week. High and low prices are also given for the full year 1908 and 1907.

and 1907;							3
1206.	190	37.	Week		Octob	er 5th. Net	ă
High, Low	. High.	Low.	Sales.	High.	Low.		П
11514 9234	12114	6614	Amalgamated Copper304,700	60%	6714	6914+ 194	h
No sale.	71.7	438	American Can 600	174	414	458-16	Œ
No sale.	60%	43	American Can, pr 800	49	4814	43 + 4	7
19% 514	614	316	Am. Hide and Leather 200	314	31/4	314- 46	b
45, 24	30%	16	Am. Hide and Leath, pr 200	151/6	15 *	15 - 54	
7814 5334	754	4944	American Locomotive 2,20	62	6014	5176+ 156	Н
120% 108%	1111/2	98	Amer. Locomotive, pr 100	100	109	100 %	ŝ
174 13814	165	8415	American Smelting 191,100	\$816	8414	8774-+ 27.6	ũ
130 112	117%	9214	Amer. Smelting, pr 2,000	97	9516	9674+ 14 86%- 8%	Ŋ
10154 9314	9314	50	Am. Smelt., Sec. pr. H 500	\$574	8016	8574- 874	ł.
109 96	9814	74%	American Tobacco, pr 600	77		77 - 12	ě
48 28	3614	2014	American Woolen 1,200	2015	2015	2014+ 14	計
	102 5	55		55%	351/4	85% M	į,
	102.3			8115		79 - %	ñ
16794 12114	1333%	77		90	NN14	V03' L 12	i.
12514 1105%	122	87	Baltimore and Ohio 10,40		5314	8974+ 1/4 831/2 21/2	ď
9919 91	9414	831/2		3314	3374	33 + 1/4	ĕ
6544 . 511/4	64	30%	Chesapeake and Ohlo 3,750			61 - 2	Į.
100% 89	92%	68	C., C., C. and St. Louis 100	61	01	70000 5 412	į,
181% 130%	140%	9614	Consolidated Gas 3,000	102/2	.97	100%+ 41/4 128 + 11/2	ŋ
348 178	18934	114	Great Northern, pr 32,510	123	125	1-2 -78	S
No sale.	130%	1061/2	Great Northern subs 1,100	120	118	119 + 1	k
875a 7034		201/2	InterMetropolitan, pr., 3,500	26	22	26 +1	à
261/4 161/2	18%	1114	International Paper 200	13	13	13	ij
71 49	61%	45	Kan. City and South., pr. 1,700	54%	*53	*63 - 1%	
15614 13614	145%	103	Louisville and Nashville 7,750	106	10314	$ \begin{array}{ccc} *53 & -14 \\ 105 & -1 \\ 35 & -24 \end{array} $	
127 103	107	35	Metro. Street Rallway 200	36	35	35 - 24	
4356 29	41%	3014	Mo., Kan. and Texas 19,900	3414	32	32%- 1%	ı,
76 6414	7232	69	Mo., Kan. and Tex., pr 100	6474	64%	64%- 1/8	ë
10654 86%	92%	63	Missouri Pacific 1,318	6734	67	67	i.
7916 62	8634	0674	National Biscuit 1,100	731,5	7314	73% - 1/2 110 - 2	1
11814 11314	11794	110	National Biscuit, pr 20	310	110	110 - 2	Š
15614 126	134%	9314	New York Central 28,000	10371	10114	102% - %	ä
97% 81	9214	68	Norfolk and Western 1,800	71	70	701/5	'n
96 90	3016	Ser	Norfolk and Western, pr 10)	23	83	83 + 3	à
23216 17914	1891/2	113	Northern Pacific 96,100	12074	12616	12814 146	3
No sale.	134	9614	Northern Pacific ctfs 3,850	109%	10714	1075a- 5a	ï
1471/6 1221/6	14134	114	Pennsylvania Rallroad., 50,800	12016	11888	11914+ 15	ŝ
4194 2214	412.4	1814	Republic Iron and Steel. 2,000.	2015	1934	20	å
11016 91	100	6834	Republic Iron and S., pr 850	7316	AC 71 NO.	7316- 36	į.
32% 2216	3014	17%	Rock Island 8,326	13	1714	7316-36 1736-1	
9716 6816	77%	42	Sloss-Sheff, Steel and I. 300	45	3544	REPORT OF PROPERTY OF	g
9714 61	9014	6934	Southern Pacific 73,050	85%	*81%	*82 - 21/4	þ
	1181/2	10856	Southern Pacific, pr 1,328	110%	10374	110 + 14	ĵ.
1201/4 115		10378	Southern Railroad 15,235	1614	12%	121/4 31/8	S.
42 19 3154	31	1214	Southern Railroad, pr 4.050	53	4776	49 - 3	Į,
103 93%	2436	477%		3114	273	49 - 3 31½+ 8 20½+ 8½	1
No sale.	304	27%		21	17	2014-1- 214	j
98 50	62	17		36	36	36 + 2	è
931/4 55	711/6	32		100	100	100 + 6%	ř
117 106%	114	90			253.5	100 + 6% 26% - 66 88 - 184	ij
691/4 38	6216	261/5		27		50 10	9
115 104%	10978	56	U. S. Rubber, 1st pr 2,970	1/21/6	88	~ - 17	ij

			THE BOND MARKET OF THE WEE	K.			C
			Rallway and Miscellaneous Bonds.				
	907.	Sales	in		H-200	Net	
igh.	Low.			High.	Low.		t
3 200	85		American Cotton Oil 44s	87	87	87	1
11/4	85	20	American Hide and Leatner sixes	85	86	85	
935	(2)	44	American Tobacco fours	64	631/2	61 - 14	16
73.2	63	3	American Tobacco fours, reg	63	63		Č
0.4	95%	105	Amercian Tobacco sixes	10154	981	*98%+ 14	1
571	87	9	Atlantic Coast Line fours	581/2	181/2	5814	ž.
31/6	7814	1	Atlantic Coast Line, L. and N. fours	781/2	7814	78%- 14	1
314	89	14	Baltimore and Ohio prior lien 31/48:	90	59	89%-1	1
216	8814	- 61	Baltimore and Ohlo 34s, reg	8814	8814	881/2- N	B)
27%	90	93	Baltimore and Ohio gold fours	9934	*9614	*97 17	J.
1	1001/4	24	Central of Georgia Railway con. fives	102	10114	10134 + 14 10134 + 14	2
4	991.		Chesapeake and Ohio sixes, Ser. A	9916	9914	9914+ 1	. 2
17	102	9	Chesapeake and Ohio sixes, 1911	106	*102	*10.	Ш
6	109	2	Chesapeake and Ohio con, fives	11114	11034	111/6+ i	5
634	9714	19	Chesapeake and Ohio gen. 448	100%	100	100	В
2	95	10	C., C., C. and St. Louis gen. fours	9614	9614	9614+ 14	
9	6314	6	Con. Tobacco fours	6334	6314	63% 214	
ю	384 A 644	66	Dist. Secur. Corp. flves	dr 77	*721/2	*735-2	8
is.	101%	3	International Paper first sixes	106%	10614	105%- 114	3
1114	26	28	Louisville and Nashville uni. fours	97	96	4 11 9715 Mits Chief	H
2	S43.		L. and N. South, Railway Mon. jt. fours	88	8714		4
8	3114	17	Louisville and Nashville col. tr. fours	94	=9184	91% - %	B
854	111		Nash., Chat. and St. Louis first sevens,	112%	11216	112/5+ 116	ij,
12.	93	9	Norfolk and Western con, fours	95	*9334	*1834 + 1/4	
Vila .	86	27A 5	Norfolk and Western divisional fours	87%	8714	8714+214	Œ.
112	SG	1	N. and W., P., C. and C. fours	85	3	No -1	B
215	96	65	Northern Pacific first fours	9974	95%	9914+ 14	8
414	6514	29	Northern Pacific gen, threes	69	68	69 + 1/4	II.
1014	9117	85	Pennsylvania Railroad cvt. 3%s, 1912	9414	9376	941/51- 16	E.
-	8714	233	Pensylvania Raliroad cvt. 3%s, 1915	S974	89	30 + 1°	в
234	65		Seaboard Air Line fours	*6814	*6814	*6342- 14	F
341	100	51		103%	102	100%	Ð.
512	86		Tennessee Coal and Iron gen, fives	87	87	87 - 2	E
GV.	101		Tenn. Coal and Iron, Birm, div. sixes	102	10134	102 + 1	H
037	10034	441	United States Steel fives	35	9114	16 + %	ı
ey.	90	2007	United States Steel s. f. fives, reg	9116	91	9417	lâ
10	55.		Virginia Iron Coal and Coke fives	8014		9414 1	B

# WORLD'S COTTON GROWERS

Five Hundred Delegates Assembled for the International Conference Which Has Important Work Ahead.

rated at loss.

Mr. Macara said he hoped as a result of this and succeeding congresses. American cotton planters will learn first that they have growing competition, and then that their future supremacies lies in economics of production, and unless they do, foreign consumption will decrease each year. He said the time when the grower will sell direct to the manufacturer appears remote, unless the growers can so organize as to do the work now done by the legionate middle mun or

General Trend of Wheat Market Upward, Owing to Unfavorable Crop Reports.

CORN QUIET AND STEADY

ew and Narrow Variations, With Undertone of Firmness at Times.

NEW YORK, October 6 .- Great fe verishness provailed in domestic wheat markets early in the week, with the a time after the beginning there was downward drift, but as the demand on improved there was a quick recovery of all the lost ground. I was the general opinion that specula tive influences were responsible for the early decline. It appears that there are many dealers in all markets who take a short-sighted view of the position. These claim that prices must decline simply because they are much higher than they have been recently, ignoring the vitally im-portant fact that crops all over the world will aggregate a great deal less this year than in ordinary seasons.

Prices and Probable Production. To judge from their talk and action no night infer that they regard it is of no importance that virtually all European countries, with the exception of France, will harvest a much smaller quantity of wheat than usual; that our exportable surplus will be about half as large as ordinary; and that the surplus in Manitoba and the Northwestern Provinces is too small to be considered.

els. Here is a deficiency of roundly 20,000,000 bushels, which can be only partially counterbalanced by drawing partially counterbalanced by drawing on the reserves from previous crops. The opinion prevailed that free selling by certain large Chicago houses was responsible for the early depression, which many were at a loss to explain, being in doubt as to whether it was being done for the bear element or represented liquidation for the zecalled "buil clique."

Difficult to Account For.

Naturally it was somewhat difficult to account for the weakness in the face of the predominance of bullish factors. Some talk was heard early in the week regarding the larger primary receipts, many claiming that this was the time to look for more liberal deliveries by farmers, especially in spring wheat territory. The decline was also checked partly by the inexpectedly small increase in the world's available supply—2.253,000 bushels, against 9,919,000 bushels a year ago. Later a stronger feeling was noticeable, pricey rising rapidly under small offerings and animated buying, which was stimulated mainly by stronger cables, and notably from Berlin.

Heavy Export Buying.

In the last half of the week still greater buoyancy was developed, prices rising sharply, owing almost entirely to encouraging cable advices, European markets showing additional strength, which was traceable principally to further unsatisfactory crop reports from Australia and India. In the latter country the plant is suffering from lack of moisture and rain is ing from lack of moisture and rain is urgently needed. As a consequence, European importers are again display-

Most of the week the speculative corn market was quiet, with few and narrow variations, although at times an undertone of firmness prevailed, partly in sympathy with the buoyance in wheat, and partly owing to cold, wet weather West, which has prevented the proper maturing of the crup.

Financial.

## NATIONAL

OF RICHMOND, VA.

Capital, \$500,000 Surplus, \$300,000

DIRECTORS. James D. Crump, Granville G. Valentine, J. L. Antrim, OFFICERS,

JOHN S. ELLETT, President, WM. M. Hill, Cashler,
JULIEN H. HILL, Assistant Cashler.
This Bank offers patrons every modern facility in its Banking, Foreign Exchange and Safe Deposit Departments.

Interest Allowed on Savings Deposits.

## Auction Sales, This Day.

By A. J. Chewning Company, Real Estate Auctioneers.

AUCTION SALE

Monday, October 7th AT 4:30 P. M., OF

No. 911 St. John St.

ALSO VACANT LOT ADJOINING No. 1008 St. Paul St

### AND No. 1 206 1/2 St. Paul St

A. J. CHEWNING COMPANY, Auctioneer

By J. B. Elam & Co., Real Estate Auctioneers.

PUBLIC AUCTION SALE

THE WELL LOCATED AND DESIRA BLE DETACLED TWO-STORY FRAME DWELLING,

No. 2811 East Broad Street

at 5 o'clock P. M., the above named neat and desirably located detached two-story frame dwelling, containing six rooms, bath, closets and the usua conveniences, with lot 35 feet wide and under rental at \$15 per month. and under rental at \$10 per month.

An unusually good opportunity to
secure a safe and profitable investment, or snug and comfortable home,
where values are still increasing.

TERMS: One-third or more in cash:
balance on easy terms, as will be announced at sale.

J. B. ELAM & CO..
Auctioneers.

Real Estate for Sale.

FOR SALE.

An Attractive Suburban Home

Nice 6-room Cottage, perfect order; ood barn, sheds, corn crib and chick-n-house; 101-2 acres good land, about alf in grass; only about 11-2 miles rom city; good road; will make lib-

Real Estate.

Do You Want an Office or Desk Room?

For rent, Office and Desk Room it best location on Main Street; two win dows for each space. Eight dollars per month, second floor; four dollars, third floor, Light and

### EUROPEAN RATES GREATLY REDUCED

"Ask Mr. Bowman"
Steamship and Tourist Agent,
808 East Main Street, Richmond, Va.
Telephone 5154.

# FULL LEGAL TITLE OF BISHOP INGRAM

Thomas Branch

The Name of the state of business and the state of a class and the state of the state In an early movement of the new control by called to order chairman stames R. McColi, of Teveral Control and State of the series of the series

# Money to Loan

## Life Insurance Co. of Virginia

Mr. J. T. Lawrence, HOME OFFICE, RICHMOND, VIRGINIA

Meetings.

22d day of Oduber, 130, 24 and 24 A. M.

The stock transfer books will be 1 closed at the office of Messrs J. P. Morgan & Co., 23 Wall Street, New York, on Monday, October 7, 1907, at 3 o'eleck P. M., and will be reopened on Wednesday, October 22, 1307, at 10 close A. M.

### Summer Resorts. Christiansburg, Va

Health and Pleasure Resort

Health-giving climate unsurpassed; 100 feet above sea level. Near Mineral prings. Families received now, boarded t reasonable rates. Three-story brick uilding, verandas, cheerful rooms t reasonate the state of the st

# Richmond Transfer Company

UNION RAILEOAD AND PULLMAN TICKET OFFICE,

No. 819 East Main Street. INFORMATION BUREAU.

Baggage checked from residence or hote destination of tickets. Cab service.

European Steamship Agents

The Confederate Museum TWELFTH AND CLAY STREETS. OPEN 3 A. M. TO 5 P. M. ADMISSION, 25c.

### Steamboats. LD DOMINION STEAMSHIP CO.

Night Line for Norfolk.

Street) at 7 P. M., stopping at Newport News en route. Fare, 32.50 one way; \$4.50 round trip, including stateroom berth; meals extra. Street cars to steamer's wharf,

FOR NEW YORK.

Vin Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship following day at 7 P. M.; also Norfolk and Western Ry. at \$ A. M. and \$ P. M., and Chesapeake and Ohlo Ry. at \$ A. M. and 4 P. M., making connection daily (accept Sunday) at Norfolk with Main Line Ships sailing 7 P. M. Tickets \$68 B. Main St. Richmond Transfer Co. \$18 B. Main St., Richmond Transfer Co., \$19 Main St., The Jefferson, Murphy's Hotel.

Virginia Navigation Co.'s To Jamestown Exposition.

STEAMER POCAHONTAS LEAVES FROM LD DOMINION WHARF MONDAY, WED-

Regular mens or nice unch service, as may be desired.

Regular mens or nice unch service, as may be desired.

Regular mens or nice unch service, as may be desired.

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Regular mens or nice unch service.

Regular mens o

Railroads.

Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed.

1100 A. M.—Daily—Lecal for Charlotte, connecting at Keysville for Chase City and Clarksville.

11155 A. M.—Daily—Limited — Buffet Pulliman io Atlania and Birminsham, New Orleans, Memphia, Chattanoga, and all the South Through coach for Chase City, Oxford, Durham and Haleigh.

1120 P. M.—Ex. Sunday—Keysville Local.

1120 P. M.—Daily—Limited Pullman ready 9:10 P. M.—Daily—Limited Pullman ready 9:10 P. M.—Ex. Sunday—Limited—To Wesl Point—Connecting for Baltimore.

2:15 P. M.—Ex. Sunday.

4:15 A. M.—Ex. Sundays.

4:15 A. M.—Ex. Sundays.

4:15 A. M.—Ex. Sundays.

4:15 A. M.—Ex. Sunday.

4:15 A. M.—Ex. Sunday.

1:17 P. M.—Ex. Sunday.

1:18 P. M.—Ex. Sunday.

1:19 P. M.—Ex. Sunday.

Point.
TRAINS ARRIVE RICHMOND.

6:55 A. M., 8:40 P. M.—From all the South,
4:10 P. M.—From Charlotte, Raisigh, Durham, Chase City and local stations.

6:40 A. M.—From Keyavilit—Local.

1:20 A. M.—From Baltimore and West
Point.

10:45 A. M.—5:15 P. M.—Local from West
Point.

TRAINS LEAVE RICHMOND - NORTH WARD.

TRAINS LEAVE RICHMOND—NORTH
6:35 A. M.—Dally—Byrd St. Through.
7:00 A. M.—Dally—Byrd St. Through.
7:30 A. M.—Wook Days—Elba. Ashland
2:40 A. M.—Dally—Byrd Street. Through.
12:01 Noon—Week Days—Byrd St. Through.
12:01 Noon—Week Days—Byrd St. Through.
12:01 Noon—Week Days—Byrd St. Washland
4:00 P. M.—Week Days—Byrd St. Washland
4:00 P. M.—Week Days—Byrd St. Washing16:10 P. M.—Week Days—Elba. Washing16:10 P. M.—Week Days—Elba. Washing16:10 P. M.—Week Days—Elba. Through.
16:10 P. M.—Dally—Main St. Through.
16:10 P. M.—Dally—Byrd St. Through.
17:10 A. M.—Week Days—Elba. Ashland
18:10 P. M.—Dally—Byrd St. Through.
18:10 A. M.—Week Days—Elba. Ashland
18:10 A. M.—Week Days—Byrd St. Wash18:10 A. M.—Week Days—Elba. Washing18:10 A. M.—Week Days—Elba. Ashland
18:10 A. M.—Week Days—Byrd St. Through
18:10 A. M.—Week Days—Byrd St. Through
18:10 A. M.—Week Days—Byrd St. Through

10:10 A. M.—Week Days—Elba. Ashlant Accommodation. 10:20 P. M.—Daily—Main St. Through. 2:15 P. M.—Daily—Hyrd St. Through. 3:45 P. M.—Week Days—Main St. Through. "Washington-Exposition Special." 5:10 P. M.—Week Days—Elba. Ashland Accommodation. 7:15 P. M.—Daily—Byrd St. Through. 2:00 P. M.—Daily—Byrd St. Through. Lo-cal stops.

al stops.

P. M.—Daily—Main St. Through

E.—Pullman Steeping or Parior Carr

above trains, except local accommo

Chesapeake & Ohio Railway.

TRAINS LEAVE RICHMOND, MAIN STREET STATION, EASTBOUND. 5:00 A. M. Fast daily trains to Newport 2:00 A. M. News, Old Point, Norfolk and 1:00 P. M. Exposition. All trains carry 5:25 P. M. Pullmans or Parlor cars. 7:00 A. M. ( Daily, Locals to Newport 5:00 P. M. (News. WESTBOUND-MAIN LINE

Main Line West—5:30 A. M., 8:50 A. M., 30 P. M., 4:15 P. M., 7:45 P. M. James River Line—5:35 A. M., 7:05 P. M. \* Daily except Sunday.

oth FOR LYNCHBURG, THE WEST AND SOUTHWEST: 9:00 A. M. except Sunday 8:10 A. M. Sunday only; 12:10 P. M. and 9:90 Sunday; 11:15 A. M. and 0:45 P. M

Atlantic Coast Line

EFFECTIVE AUGUST 1, 1907.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 8:15 A. M., 7:2
M.

P. M. For Norfolk: \*6:00 A. M., \*9:00 A. M. 32:00 P. M. and 7:35 P. M. For N. W. Ry. West: \*\*8:10 and \*9:05 A. M., 12:10 and 9:00 P. M. 12:10 and 9:00 P. M. 12:10 and 9:00 P. M. 12:10, \*3:00, \*3:28 P. M., 6:00, 9:00 P. M. 12:5 and 11:30 P. M. For Goldsboro and Fayettville: \*3:25 P. M.

For Goldsboro and Lagorithm of Congettines and Congettions not guaranteed.

C. S. CAMPBELL, D. P. A.

Seaboard Air Line Railway. SCUTHBOUND TRAINS SCHEDULED TO
LEAVE RICHMOND DAILY.

9:35 A. M.—Local to Norlina. Raisigh,
Charlotte, Wilminston. 12:36 P. M.—Sleepors and coaches, Atlanta. Birmingham. 8avannah. Jacksonville and Florida points.

9:25 P. M.—Sleepers and coaches, Atlanta,
Birmingham., Memphla. Savannah, Jacksonville and Southwest.

NORTHBOUND TRAINS SCREDUL, ED TO
ARRIVE RICHMOND DAILY.

6:50 A. M., 6:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway Cars leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 P. M., 11 P. M. Streets, Manchester, every hour (on the heur) from 6 A. M. to 10 P. M., 11 P. M. car to Chester. Last car 11 midnight through to Petersburg. Limited car, 5:45 P. M., daily, except Sunday.
Cars leave Petersburg, foot of Sycamore Street, every hour from 5:35 A. M. to 10:35 P. M. Last car, 11:40 P. M.; Limited car, 7:15 A. M. daily, except Sunday.
All care from Petersburg connecting Richmond cars.

Steamboats. Clyde Steamship Company. PHILADELPHIA, RICHMOND AND NORFOLK: INE.
Presight received and delivered daily at
C. &. O. Ry. Co.'s Depot. Seveteenth and
Proad Streets. H. K. WOODPIN, Solielling
Agent, Clyde Line Wharf. Phone C10.

Regular meals or nice lunch service, as Merchants and Miners Transportation Co.

WESTBOUND-MAIN LINE

2:00 P.M. Daily. Louisville, Cincinnati,
1:00 P.M. Chicago and St. Louis. Through
Pullman sleepers.

1:25 A.M.—Week Days.—"Illinion, Daily—
Charlottesvilles.

1:09 P.M.—Week Days.—Local to Gordonsville
5:15 P.M.—Week Days.—Local to Grang's
JAMES RIVER LINE.

10:20 A.M.—Daily.—Lynchburg. Lexington,
Va., and Clifton Forge.

5:15 P.M.—Week Days.—To Lynchburg
Sleeper Natural Bridge and
Clifton Forge.

TRAINS ARRIVE RICHMOND
From the East—3:10 A. M., 11:45 A. M.
11:20 P. M., 7:00 P. M., 8:00 P. M., 10:22
P. M. Tille West—5:30 A. M., 11:20 A. M.